**AMENDMENTS TO THE SPECIFICATION:**

Amendment to the specification begin on page 2 of this paper.

At Page 7, amend the first two paragraphs by inserting another paragraph there between as follows:

Figure 9 is a view similar to that of Figure 7 and illustrates a modified form of the proposed embodiment.

C1 Figure 10 is a block diagram showing the inventive pulley unit mounted on the shaft of an alternator.

In all of these figures, like components are indicated by the same numerals.

Page 7, amend the last paragraph as follows:

As described above, in the first embodiment of the pulley unit A, in consideration of the circumstances where load of the belt B is biased to the free and side 44 of the inner body 2, concerning the roller bearings on both sides of the one-way clutch 3, the needle roller bearing 5 having a comparatively large load carrying capacity is disposed on the free end side of the inner C2 body 2, and a deep groove ball bearing 4 having a comparatively small load carrying capacity is disposed on the base end side 46. Accordingly, even if the load of the belt B is applied as offset load, as the withstand load capacity of te above needle roller bearing 5 is large, early breakage as before is not caused, and also deflection of the outer ring body 1 and the inner ring body 2 can be restrained so that the force for causing the roller 13 of the one-way clutch 3 to skew is hardly produced to contribute to te stabilization of lock and free operation of the roller 13. Further, since the deep groove ball bearing 4 capable of receiving thrust load is disposed on the base end





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side of the inner ring body 2, even in the situations where vibration is continuously applied, similarly to the prior art, the axial displacement of the one-way clutch 3 can be prevented. Thus, a contribution to the improvement in life of the pulley unit A can be made, and also the operation of the one-way clutch 3 can be stabilized to heighten the power transmission efficiency between the inner ring body 2 and the outer ring body 1, thereby contributing to an improvement in reliability.

C2 cont

At page 9, amend the last paragraph as follows:

Sub D1 C3

A rotor shaft 2 is thrust through inside the pulley 1 as a hollow axial body, being fixed to a input shaft 30 not shown in the drawings (.e.g., a rotor of an alternator 32) of an auxiliary machine of an automobile engine.